

PROJECT CAR UPDATE

Truck Norris: The Little Details

By John McGann / Photos: John McGann



Yes, we can all relate: it's the little details that always take more time than you expect.

Car Craft's 1967 C10 project is so close to running, and we are brimming with anticipation at the prospect of having it back on the road. Our travel schedule has kept us from devoting as much time to working on it, but we're plugging away on Truck Norris any time we have a few free minutes. Here's what's been going on.



Our new steering column from CPP is installed and fully functional. Fiddling with the rag joint took a few hours more than it should have, though. We had to rebuild the original one, rather than install the new one CPP included in the kit. Our truck's original steering-box input shaft is splined all the way around, unlike most newer units that have an indexing flat (a small section without splines). The replacement rag joint from CPP was designed to fit the latter type of input shaft.



To rebuild the old rag joint, we first had to remove the rivets holding the upper and lower section together. We did this by first grinding the heads until they were flush, then driving them out with an air hammer.



CPP's steering column kit includes a cut-to-fit intermediate shaft to connect the steering box and rag joint to the column at the firewall. We needed to trim about 2 inches from the intermediate shaft in our chop saw, then we were able to button the whole assembly up.



Replacing the universal joints seemed like a good idea, especially considering they looked as old as the truck is. That process begins by driving out the old joint.



To install the new universal joints, first remove the caps and feed the joint into the yoke.



Then press the caps into place—first one side, then the other. Be careful not to let any of the little needle bearings that ring the cap fall out of place. The caps won't seat fully, and the bearings can get bent by the press.

Back in the warehose, we're tackling the last remnants of the braking system, bleeding the brakes, and installing the parking-brake cables. Truck Norris should be roadworthy soon. &



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